



Elite 750 Plug 'n' Play Adaptor Harness HT-140622

Supported Models

MAZDA MX-5 / MIATA (NA) 1.6L (All Regions, Excluding 96-97 OBD-II USDM)
MAZDA MX-5 / MIATA (NA) 1.8L (All Regions, Excluding 96-97 OBD-II USDM)

Package Contents

THIS MAZDA MX-5 (NA) 1.6/1.8L PACKAGE CONTAINS THE FOLLOWING:

- MAZDA MX-5 (NA) 1.6/1.8L ELITE 750 PLUG 'N' PLAY ADAPTOR (HT-140622)
- ELITE SERIES PLUG 'N' PLAY ADAPTOR HARNESS (HT-130202)
- HALTECH AIR TEMPERATURE SENSOR (HT-010200)



Application Notes

THIS MAZDA MX-5 (NA) 1.6/1.8L ELITE 750 PLUG 'N' PLAY ADAPTOR HARNESS IS SUITABLE FOR USE WITH A HALTECH ELITE 750 ECU.

ENSURE THAT THE CORRECT BASEMAP IS LOADED BEFORE STARTING THE VEHICLE.

THE BASEMAP IS ONLY FOR USE AS A STARTING POINT AND THE ECU WILL REQUIRE APPROPRIATE TUNING.

HALTECH WILL NOT BE HELD RESPONSIBLE FOR ENGINE DAMAGE DUE TO THE IMPROPER USE OF BASEMAPS.

THE 16 PIN AUXILIARY CONNECTOR PROVIDES A NUMBER OF ADDITIONAL INPUT/OUTPUT LINKS TO THE HALTECH ELITE ECU. THIS KIT IS SUPPLIED WITH SPARE PINS FOR USE WITH THE 16 PIN AUXILIARY CONNECTOR.

AN APPROPRIATE CRIMPING TOOL IS RECOMMENDED TO USE THE 16 PIN AUXILIARY CONNECTOR.

A CRIMPING TOOL KIT (PART # HT-070300) CAN BE PURCHASED AT WWW.HALTECH.COM

AFTER THE INSTALLATION OF THIS PLUG 'N' PLAY KIT, FACTORY PANELS MAY BE RE-INSTALLED.

Elite 750 Basemaps

MAKE	MODEL	CODE	ENGINE	BASEMAP
MAZDA	MX-5 / MIATA 1.6L	NA	B6ZE(RS)	HT-140622 - Mazda MX5 NA 1.6.e750
MAZDA	MX-5 / MIATA 1.8L	NA	BP	HT-140622 - Mazda MX5 NA 1.8.e750

Jumper ID Settings

Jumper	Connection
1.6L	Connects Thermofan Relay to Digital Pulsed Output 4
1.8L	Connects Thermofan Relay to Digital Pulsed Output 4

THIS MAZDA MX-5 (NA) 1.6/1.8L PLUG 'N' PLAY ADAPTOR HARNESS IS CAPABLE OF BEING CONFIGURED FOR USE WITH MULTIPLE VEHICLES.

INSIDE THE ADAPTOR BOX THERE IS 1 HEADER WITH WHITE LABELS NEXT TO IT.

THESE LABELS ARE **1.8L AND 1.6L**

THESE MUST BE CHANGED TO USE THIS PRODUCT WITH OTHER COMPATIBLE VEHICLES.

THE JUMPER SETTINGS ARE SHOWN BELOW WITH VARIOUS CONFIGURATIONS.

THIS PLUG 'N' PLAY ADAPTOR IS FACTORY CONFIGURED TO SUIT THE MAZDA MX-5 (NA) 1.8L ELITE 1000 APPLICATION

UNSCREW THE FRONT PLATE AND SLIDE OUT PCB TO ACCESS JUMPERS.

DEFAULT CONFIGURATION

MAZDA MX-5 (NA) 1.8L

 ID JUMPER



ECU Location - 1.6L & 1.8L (Exc. USDM)

THE FACTORY MAZDA MX-5 1.6L (ALL REGIONS) AND 1.8L (EXCLUDING USDM) ECU IS LOCATED UNDER A PROTECTIVE PLATE ON THE PASSENGER SIDE FOOT WELL (RIGHT HAND DRIVE (RHD) MODELS). REMOVING THIS PANEL WILL ALLOW FOR THE INSTALLATION OF THIS HALTECH PLUG 'N' PLAY PRODUCT.



Figure 1 - Installation of Haltech products in vehicle



Figure 2 - Factory protective plate over Haltech products

ECU Location - 1.8L (USDM)

THE FACTORY MAZDA MX-5 1.8L (USDM) ECU IS LOCATED BEHIND THE PASSENGER SEAT (LEFT HAND DRIVE (LHD) MODELS).

1.6L Throttle Position Sensor Notes

ALL MANUAL TRANSMISSION 1.6L VARIANTS WILL REQUIRE THE FACTORY THROTTLE POSITION SENSOR TO BE UNPLUGGED AND REMOVED. A FULL RANGE THROTTLE POSITION SENSOR ALTERNATIVE MUST BE INSTALLED FOR CORRECT FUNCTIONALITY. FAILURE TO DO SO WILL RESULT IN ERRATIC BEHAVIOUR OF THE ECU AT WIDE OPEN THROTTLE ALONG WITH DAMAGE TO THE ECU.

Basemap Notes

THE BASEMAPS SUPPLIED WITH THIS PRODUCT HAVE BEEN SETUP USING THE ELITE ECU INTERNAL 3 BAR MAP SENSOR.

PLEASE CONNECT THE ELITE ECU INTERNAL MAP SENSOR TO THE INTAKE MANIFOLD PRIOR TO STARTING THE VEHICLE.

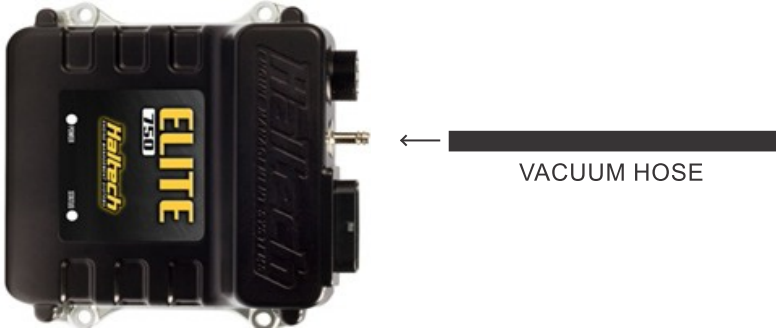


Figure 3 - Elite ECU internal MAP sensor

AFM Modification for fuel pump

IN 1.6L VARIANTS, WIRES 1 AND 6 IN THE FACTORY AIR FLOW METER CONNECTOR MUST BE LINKED IN ORDER TO ENSURE CORRECT FUEL PUMP OPERATION.

PLEASE BE ADVISED THAT THE WIRING COLOUR OF THE AIR FLOW METER (AFM) SENSOR BELOW HAS BEEN DERIVED FROM A MAZDA MX-5 1990 (AUSTRALIAN DELIVERED) AND IS SUBJECT TO CHANGE ACROSS DIFFERENT VARIANTS.

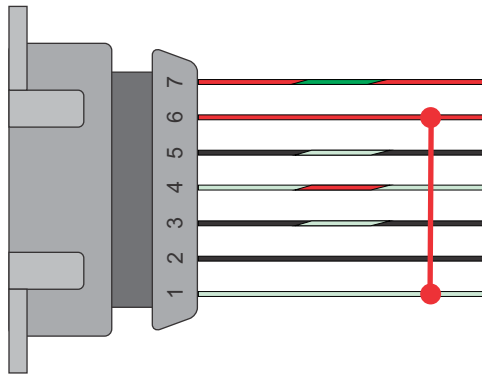


Figure 4 - AFM Connector wiring

Air Temperature Sensor

An air temperature sensor is a required sensor used in Volumetric Efficiency (VE) tuning to compensate for changes in air density due to air temperature. Cold air has a higher density than warm air and therefore requires a greater volume of fuel to maintain the same air/fuel ratio.

The Haltech ECU can automatically compensate the fuel delivery for changes in air density based on temperature using the signal received from the air temperature sensor.

On many vehicles the OEM air temperature sensor is located either within the mass airflow sensor or molded into the intake air manifold, however in performance applications the airflow sensor and air intake piping are often modified, removed or replaced. For this reason an air temperature sensor (HT-010200) is provided for use as a substitute to the factory air temperature sensor.

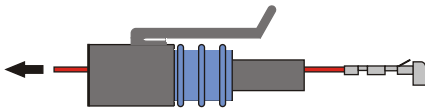
This sensor should be mounted to provide the best representation of the actual temperature of the air entering the combustion chamber, i.e. after any turbocharger, supercharger and intercooler.

The sensor needs to be in the moving air stream to give fast response times and reduce heat soak effects. Be aware in some situations, mounting the sensor into the inlet manifold (especially at the rear) may cause heat soak problems (where the sensor reads the temperature of the manifold itself rather than the air that is moving through the manifold into the engine).

Once a suitable position has been located for the air temperature sensor to be installed, a hole should be drilled and tapped to accept the sensor. The intake manifold or inlet piping should be removed from the engine before this is done to prevent any metal shavings or swarf entering the engine.

This package includes an air temperature sensor (HT-010200). This air temperature sensor should be installed by utilising an auxiliary Analogue Voltage Input (AVI) and signal ground located on the 16 pin auxiliary connector.

Please refer to the auxiliary connector pinout table and sensor wiring diagram below.



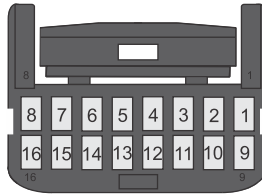
LOOKING INTO FRONT OF CONNECTOR

Termination	
A	Signal Ground
B	Air Temperature Signal

INSERT WIRE THROUGH PLUG, THEN CRIMP THE PIN INTO THE WIRE AND DRAW BACK TO LOCK

Figure 5 - Air Temperature Sensor wiring

Auxiliary Connector

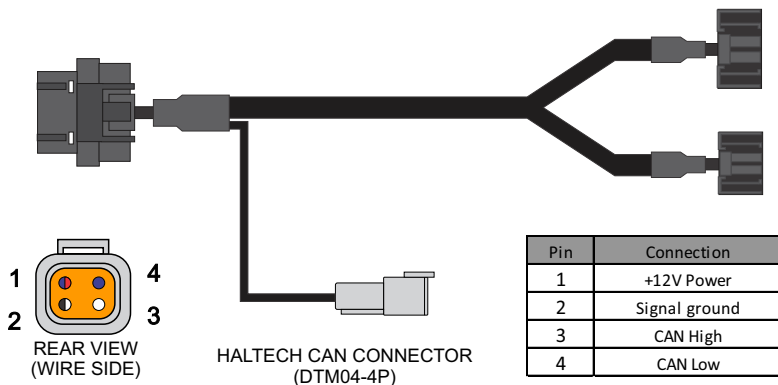


AUXILIARY CONNECTOR (16 PIN)
REAR VIEW (WIRE SIDE)

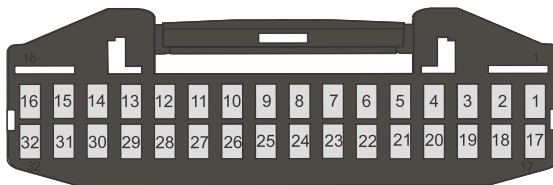
An auxiliary connector allows easy connection of additional ECU inputs and outputs.
Please see pinout information below for spare inputs and outputs available to this application.

Position (16 Pin Plug)	Connection	Function	Notes
1	From Haltech ECU (Pin 9)	+5V	+5V DC Sensor Supply (50mA Max)
2	Not Used	-	-
3	Not Used	-	-
4	From Haltech ECU (Pin 11)	SIGNAL GROUND	Signal Ground For Input Sensors
5	Not Used	-	-
6	Not Used	-	-
7	From Haltech ECU (Pin 12)	DPI 2	Spare Input (Optional Flex Fuel Input)
8	From Haltech ECU (Pin 26)	+12V (ECU/INJ)	+12V DC Supply for Relays and Solenoids (500mA Max)
9	From Haltech ECU (Pin 9)	+5V	+5V DC Sensor Supply (50mA Max)
10	From Haltech ECU (Pin 16)	CAN H	For Revision 1 harness. See diagram below for Revision 2.
11	From Haltech ECU (Pin 17)	CAN L	
12	From Haltech ECU (Pin 11)	SIGNAL GROUND	Signal Ground For Input Sensors
13	Not Used	-	-
14	Not Used	-	-
15	Not Used	-	-
16	From Haltech ECU (Pin 26)	+12V (ECU/INJ)	+12V Supply for Relays and Solenoids (500mA Max)

Revision 2 Plug n Play Adaptor harness kits are fitted with a 4 pin DTM04 plug, for direct connection to low current Haltech CAN devices. High current CAN devices, such as a Haltech WB1 or WB2 wideband controller will need to be wired with external power and ground using the DTM04 power supply cable (HT-130043) included with the Haltech wideband kits.

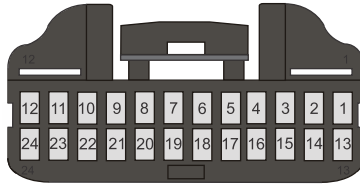


Main Connectors



CONNECTOR (32 PIN)
REAR VIEW (WIRE SIDE)

Position (32 Pin Plug)	ECU Connector (34 Pin Plug)	Function	Description
1	1	DPO 2	A/C Control
2	Not Used	-	-
3	3	IGN 1	Igniton Coils 1 & 4
4	4	IGN 2	Ignition Coils 2 & 3
5	5	IGN 3	Spare Output
6	6	IGN 4	Spare Output
7	7	IGN 5	Purge Control Solenoid Valve (EVAP)
8	8	IGN 6	Spare Output
9	9	+5V	+5V DC Sensor Supply
10	10	BATTERY GROUND	Battery Negative
11	Not Used	-	-
12	Not Used	-	-
13	Not Used	-	-
14	14	TPS INPUT	Throttle Position Sensor
15	15	AVI 3	A/C Request
16	Not Used	-	-
17	Not Used	-	-
18	18	DPO 1	Tachometer
19	19	INJ 1	Injector #1
20	20	INJ 2	Injector #2
21	21	INJ 3	Injector #3
22	22	INJ 4	Injector #4
23	23	DPO 3	Idle Control Motor (BAC)
24	24	DPO 5	Fuel Pump Relay
25	Not Used	-	-
26	26	+12V SWITCHED POWER	Fused Power
27	27	INJ 5	Spare Output
28	28	INJ 6	Spare Output
29	Not Used	-	-
30	Not Used	-	-
31	Not Used	-	-
32	Not Used	-	-



CONNECTOR (24 PIN)
REAR VIEW (WIRE SIDE)

Position (24 Pin Plug)	ECU Connector (34 Pin Plug)	Function	Description
1	31	TRIGGER	Crankshaft Position Sensor (2 pulse)
2	32	HOME	Crankshaft Position Sensor (4 pulse)
3	29	AIR TEMPERATURE INPUT	Air Temperature Sensor
4	30	COOLANT TEMPERATURE INPUT	Coolant Temperature Sensor
5	33	TRIGGER -	Not Used
6	34	HOME -	Not Used
7	Not Used	-	-
8	12	DPI 1	Vehicle Speed Sensor
9	13	DPI 2	Spare Input (Optional Flex Fuel Input)
10	Not Used	-	-
11	26	+12V SWITCHED POWER	Fused Power
12	Not Used	-	-
13	2	AVI 1	Narrowband O2 Sensor
14	Not Used	-	-
15	11	SIGNAL GROUND	Signal Ground for Input Sensors
16	Not Used	-	-
17	16	CAN HIGH	Access on Auxiliary connector (Revision 1 adaptor harness)
18	17	CAN LOW	
19	25	DPO 4	Thermofan
20	Not Used	-	-
21	Not Used	-	-
22	Not Used	-	-
23	Not Used	-	-
24	Not Used	-	-

Haltech

WARNING - HALTECH OFF-ROAD USAGE POLICY

It is unlawful to tamper with your vehicle's emissions equipment.

Haltech products are designed and sold for sanctioned off-road/competition non-emissions controlled vehicles only. Using Haltech products for street/road use on public roads is prohibited by law. It is the responsibility of the installer and/or user of this product to ensure compliance with all applicable local and federal laws and regulations. Please check with your local vehicle authority before using any Haltech product.

INSTALLATION OF HALTECH PRODUCTS

No responsibility whatsoever is accepted by Haltech for the fitment of Haltech Products. The onus is clearly on the installer to ensure that both their knowledge and the parts selected are correct for that particular application. Any damage to parts or consequential damage or costs resulting from the incorrect installation of Haltech products are totally the responsibility of the installer.

Always disconnect the battery when doing electrical work on your vehicle. Avoid sparks, open flames or use of electrical devices near flammable substances. Do not run the engine with a battery charger connected as this could damage the ECU and other electrical equipment. Do not overcharge the battery or reverse the polarity of the battery or any charging unit. Disconnect the Haltech ECU from the electrical system whenever doing any welding on the vehicle by unplugging the wiring harness connector from the ECU. After completing the ECU installation, make sure there is no wiring left uninsulated. Uninsulated wiring can cause sparks, short circuits and in some cases fire. Before attempting to run the engine ensure there are no leaks in the fuel system. All fuel system components and wiring should be mounted away from heat sources, shielded if necessary and well ventilated. Always ensure that you follow workshop safety procedures. If you're working underneath a jacked-up car, always use safety stands!

HALTECH LIMITED WARRANTY

Unless specified otherwise, Haltech warrants its products to be free from defects in material or workmanship for a period of 12 months from the date of purchase. Proof of purchase in the form of a copy of the original purchase invoice, receipt or bill of sale which indicates that the product is within the warranty period, must be presented to obtain warranty service. If the Haltech product is found to be defective as mentioned above, it will be replaced or repaired if returned prepaid along with proof of purchase. This shall constitute the sole liability of Haltech. To the extent permitted by law, the foregoing is exclusive and in lieu of all other warranties or representations, either expressed or implied, including any implied warranty of merchantability or fitness. In no event shall Haltech, be liable for special or consequential damages.

PRODUCT RETURNS

Please include a copy of the original purchase invoice, receipt or bill of sale along with the unused, undamaged product and its original packaging. Any product returned with missing accessory items or packaging will incur extra charges to return the item to a re-saleable condition. All product returns must be sent via a freight method with adequate tracking, insurance and proof of delivery services. Haltech will not be held responsible for product returns lost during transit. The sale of any sensor or accessory that is supplied in sealed packaging is strictly non-refundable if the sealed packaging has been opened or tampered with. This will be clearly noted on the product packaging. If you do not accept these terms please return the sensor in its original unopened packaging within 30 days for a full refund.

Returning a sensor or accessory product within 30 days of purchase: Product may be returned for credit or full refund. (Any sealed packaging must not have been opened or tampered with)

Returning a sensor or accessory product after 30 days of purchase: Product may be returned for credit only (no refunds given) and is subject to a 10% Restocking fee. (Any sealed packaging must not have been opened or tampered with)

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Need more help?



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